# PAULINE ASTOR.

(Journal and Advertiser.)


The round crepe de chine bodice is trimmed with a delicate insertion of the embroidered chiffon. It also has draped over the shoulders in the newest French fashion a fichu of the plain chiffon, with just the edge embroidered. The fichu is drawn quite low in the back and fastens in the front with short, full ends. The long crepe de chine sleeve is crossed here and there up the arm with bands of the embroidered chiffon. Another band of the chiffon is inserted in the skirt just below the waist line. The belt is an inch wide band of black velvet fastened in the back with a fluffy little chou of the chiffon.

With this dainty, airy gown Miss Astor will wear a hat of fawn color tulle trimmed most fetchingly by the fine art of her milliner with green leaves and little bunches of pink and white arbutus and forget-me-nots.

With all her indoor gowns Miss Astor wears her hair in a full pompadour and dressed very high. On the street, however, she generally appears with her hair arranged in a pronounced English bun.

One of Miss Astor's favorite walking dresses is shown in the illustration.

Though quiet in its coloring, it is the smartest kind of a gown. It is made of light weight silk and wool crepe of a rich blue shade. The clinging skirt is trimmed with horizontal rows of black silk stitching, which gives it somewhat of a tucked effect. The coat is a jauntily shaped Eton, appliqued with ornamental bands of black velvet, and trimmed with black velvet buttons. The long coat sleeve is trimmed toward the shoulders with two scroll like bands of black velvet. Miss Astor has a variety of vests to wear with this gown.

The first time she appeared in the dress she wore a vest of soft, fluffy cream lace ruffles, edged with narrow black velvet and finished at the top with a lace bow.

Miss Astor's negligee gowns rival in beauty and variety her ball gowns.

The latest room gown which she has added to her collection is in many ways the most beautiful of them all. It is an airy, shimmering negligee of forget-me-not blue chiffon and silver insertions. The chiffon is an over drapery and the foundation of the gown is fine blue India silk, in exactly the same shade. The silk is trimmed around the bottom with a flounce of rare lace, so put on that it is much deeper at the sides than in the front. A fichu of chiffon falls carelessly over the shoulders. It is edged with a finely plaited ruffle.

The chiffon drapery is fastened down the front of the gown with drooping bows of black silk velvet ribbon; the elbow-sleeves are of the chiffon, crossed with the silver insertion. They are tied with black velvet ribbon and finished with a frill of costly lace.

To tell you about the collection of jewels which Miss Pauline Astor now owns is like a page out of the Arabian Nights.

Mr. Astor has given her the jewels of her mother. They are famous—like the laces which her grandmother willed to New York.

This nineteen-year-old girl wore about her slender throat when presented at the Queen's Drawing Room thirty pearls, each one of them costing $3,000. These pearls were a part of her birthright. But in addition to them she also wore on this occasion a long rope of pearls which had been given her by her father as a nineteenth birthday present. This jewelled rope is so long that it reaches to the waist line, and each pearl is valued at $1,500.

Miss Astor also owns a pearl pendant of great beauty. It consists of one enormous—yes, enormous—pearl, suspended from a fine, almost invisible gold chain.

Next to Mrs. Bradley Martin, this little nineteen-year-old Astor girl has the finest collection of rubies owned by an American woman. She has a ring of matched rubies which her father spent years in collecting. There is a phenomenally large ruby of wonderful beauty of color in the centre, surrounded with eight smaller rubies. Her ruby pins are plentiful and large enough to cover the entire corsage of her gown. And rubies with emeralds are the choicest and rarest stones in the market to-day. Few people can even afford one.

Miss Astor owns a big casket full of diamonds. She has even a diamond coronet. It is said to be worth $50,000.

Her most valuable diamond was her mother's engagement ring. In cut and brilliancy combined the diamond has never seen an equal in this country. She has a gold watch studded with costly diamonds. It is really encrusted with diamonds. She wears this attached to a long chain made entirely of small diamonds.

She has twenty different diamond rings and three large diamond stars, which she can wear as corsage pins or hairpins, if she likes.

But little Miss Astor's emeralds!

They are emeralds only purchasable by an Astor. Many of her jewels are rings of emeralds. She has emerald pins, combined with diamonds. She has two large emerald pins, with an emerald of unusual size in the centre of each, surrounded with alternate emeralds and diamonds.

And she owns an emerald necklace like the unfortunate Empress of Austria. It is fashioned with a narrow gold band, from which the emeralds suspend. Imagine its beauty!

And because she is a well bred, conventional Anglo-American girl, Miss Astor can only look admiringly at her marvellous collection of gems.

It would not be good form for her to wear them until she is married.

## The Coming Out This Season in England of the Only Daughter of William Waldorf Astor, Who Is Really the Richest Young Heiress in America, and the Regal Gowns That Have Been Made for Her Debut.

## Why Do Bachelors as a Class Die Young?

IF you are a bachelor your chance for long life is only half as good as that of your married neighbor.

Twice as many bachelors die every year as married men. Statistics prove this, and science is vastly interested.

Last year there were 5,901 deaths of married men in New York City. Of unmarried men there were 12,830 deaths. The records of the New York Bureau of Vital Statistics prove that this ratio has been the same for many years.

Herbert Spencer observed that more bachelors than married men among his acquaintances died early in life. He said this was owing to their irregular habits, irregular meals, irregular hours of sleep; in short, the absence of woman's directing, systematizing care.

Pneumonia is one of the deadliest foes of bachelor health. Dyspepsia is of equal severity. There is no fair woman to look regularly after the bachelor's well-being. There is no one to see that he wears overshoes or at least thick-soled shoes on damp days, or, if he comes home with a cold, to see that he has a hot foot bath or a hot toddy, and, if need be, a mustard plaster and heaps of bedclothes to insure a good sweat. And so the bachelor develops pneumonia.

There is no one to insist that if he does not come home to dinner every evening at the same hour he will upset the domestic machinery and perhaps precipitate the cook's departure. So the bachelor dines downtown at a restaurant or uptown at a club, whenever he chooses, and he seldom chooses the same hour two successive evenings.

The result is dyspepsia. There is no question that bachelors die from lack of the tender care of women, as the children of "institutions" die through lack of mother love. No institution, however excellent, can take the place of a mother, and no valet, be he never so faithful, is as solicitous or thoughtful as a wife.

William Farr, M. D., Fellow of the Royal Society, and State Superintendent of the Statistical Department of the Registrar's General Office of England, was at great pains to compile statistics on the subject. He proved that the annual death rate of bachelors in France was eleven of every thousand, while the death rate of married men was six of every thousand.

Here is the table, prepared with great care by Dr. Farr, to prove that bachelorhood should be abolished:

**Annual Death Rate Per Thousand Males.**

| AGES. | UNMARRIED. | MARRIED. |
|---|---|---|
| 20-30 years..... | 11.3 | 6.5 |
| 30-40 years..... | 12.4 | 7.1 |
| 40-50 years..... | 17.7 | 10.3 |
| 50-60 years..... | 29.5 | 18.3 |
| 60-70 years..... | 49.9 | 35.4 |

He places the ratio of bachelors who live to a good old age as compared with their married brothers at one to two. He says in his work on "Vital Statistics" that widowers are more prone to death than either their married or bachelor brothers. The mean average death rate of widowers is twenty-nine in every thousand.

Mr. Farr does not confine his statistical investigations to men. The rate of mortality is higher among spinsters than among married women, and higher among widows than among either of the other two, he says. From his compilations he draws this deduction:

"General result: Marriage is a healthy estate. The single individual is more likely to be wrecked on his voyage than are the lives joined together in matrimony."

It has been held by many authorities that the very necessity for living longer is what adds to one's longevity. A large percentage of marriages are productive of children, and the parents are very largely controlled in their daily life by the obligations created through the existence of offspring.

A man of family has better habits, as a rule, than a bachelor, and the consequent result is a better mental and physical condition. Statistics show that most of the patriarchs of the country are fathers and husbands.

## AUTOMOBILE CARRIAGES FOR FLYING ARTILLERY AND HEAVY FIELD GUNS.

DR. MAXIM discovered that a machine gun could be made to act automatically. That is, that the recoil of the weapon could be used to repeat the fire indefinitely. Some Frenchmen then went to work and designed a device by means of which a carriage could be made to progress with speed and smoothness without horses. Major Royal P. Davidson, of the Illinois National Guard, commandant at Northwestern Military Academy, has put two and two together and decided that a cannon could be mounted on an automobile carriage, and made to do effective service.

The Maxim gun is a distinct success. It exceeds every other weapon ever devised in rapidity and accuracy of fire. The automobile carriage for pleasure or commerce is also an established fact, but the application of the principle of automatic motive power to ordnance is yet to be made. Major Davidson has, however, progressed so far with his idea that he has mentally fashioned two armored gun carriages which may in time revolutionize methods in handling small machine guns and heavier field artillery. That the idea will work satisfactorily over smooth streets in cities and be a valuable adjunct in suppressing riots is beyond doubt; whether or not it will work as well across country and taking in all kinds of ground remains to be demonstrated.

The guns most suitable to the proposed experiment—on account of lightness—are Maxims and Gatlings. Major Davidson has drawn plans for the construction of an automobile Gatling gun carriage which will combine strength, protection to the gear and motor, protection to the piece and also be susceptible of dismantlement. In order to be available for artillery use the carriage must be divisible into its component parts. If a shell should destroy one part the cannoneers must have the means and skill to make quick repairs in the field or the piece is useless.

During the Fall manoeuvres of the French army last year several of the ranking officers used their automobile carriages instead of horses as means of transportation from point to point. If no automobiles had been available it is probable some of the big guns of the army would still be in the field.

So many things must be thought of in designing such a carriage that Major Davidson frankly says he is by no means out of the woods. The carriage must be light so that with the piece mounted and four men aboard the motive power can be generated in the machine. Electricity as a motor was abandoned by Major Davidson almost as soon as suggested. The motor to be used will be gasoline, compressed air or naphtha. The success of the latter with water craft has recently inspired the young inventor with the belief that it is suitable to his purposes.

The main difficulty will be to secure a power strong enough to move the heavy armored vehicle over all kinds of bad ground. The automobile carriages in use operated by electricity have power only sufficient to run the carriages with from four to eight persons as a load. Compressed air has almost no limit in power but is somewhat limited in speed. Speed is an essential in handling a battery.

It is the purpose of Major Davidson to go overland to New York in case he receives a gun properly mounted in time. He expects to train a company of his cadets from the Northwestern Military Academy to handle the gun and carriage. He says he will need at least two such guns before he can give the matter a fair test. These he will take across the country to New York.

In this connection it is interesting to note the new invention of the Messrs. Serpollet, the famous motor cycle inventors of Paris. They have built and are experimenting with a heavy automobile vehicle which is the largest and most ambitious attempt yet made.

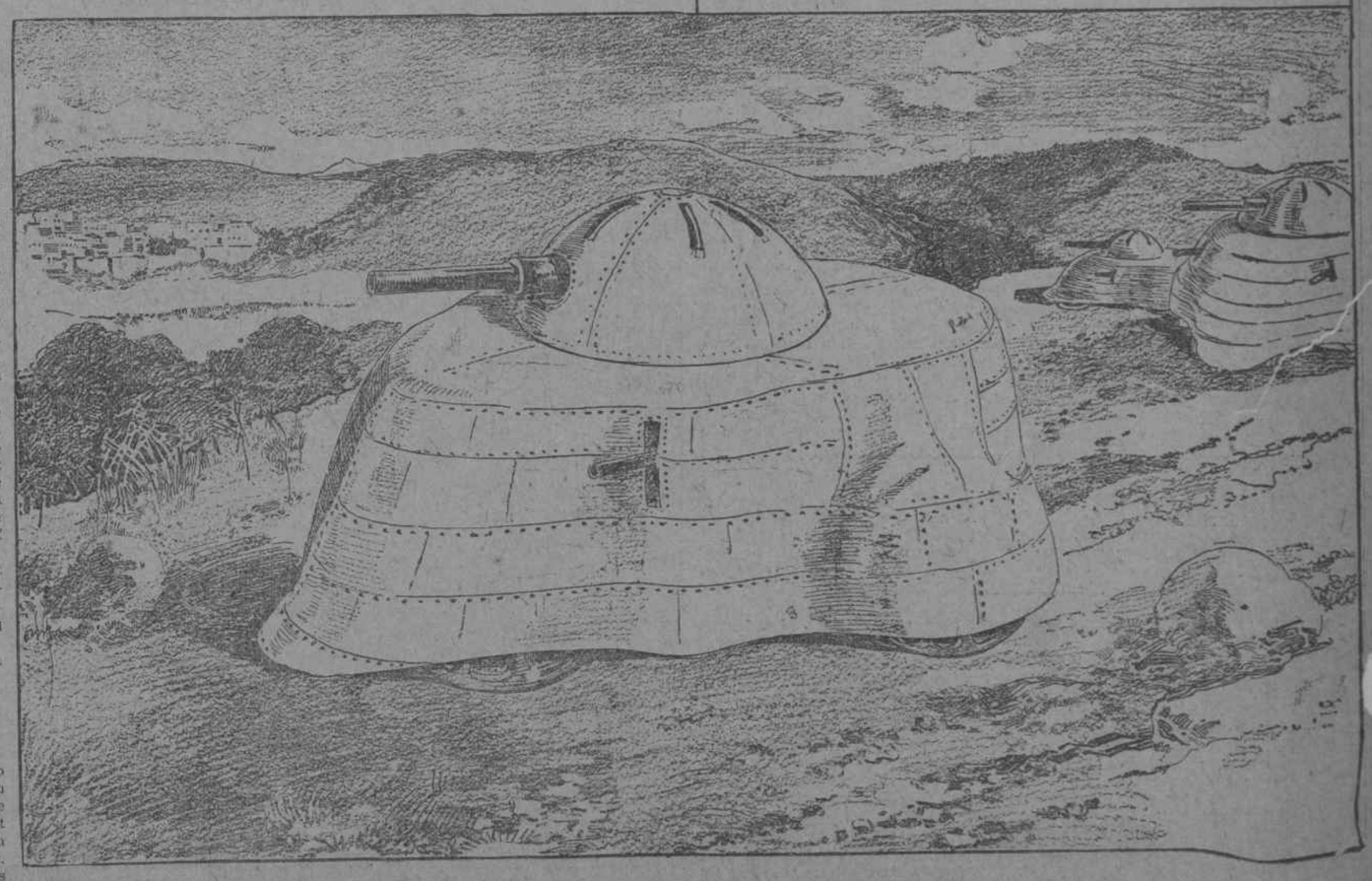
The motocycle artillery wagon is a moving fort. It is built to transport armies wherever they want to go. The forts are capable of carrying 3,000 pounds, and their speed is fully five miles an hour.

The travelling fort is for advances into the enemy's country. Take that not wholly impossible thing, a war with Germany, and see how the motocycle fort could be used. Suppose German war ships effected a landing at some point of our long coast line. The first news would reach us that the enemy had landed and was marching to take a city.

Immediately the motocycle forts would be mounted upon railway trains and the army carried as far as the line of railway was open. Then the forts would be placed upon the ground and loaded with men and ammunition. The power in the dynamo would be started by small gasoline burners, and away the vehicles would start across the country, with every facility for routing the invading army. Twenty forts each carrying 3,000 pounds of men and ammunition, could rout an army of 40,000 men.

The forts would be fitted with small cannon and with abundant holes for the sharpshooters. They would carry dynamite shells and every small missile of destruction.

At the front a revolving turret of Gatling guns would scatter small shot in all directions in case of any stoppage by outlying pickets.

*Proposed Automobile Models of Light "Flying Artillery" and Heavy Armored Field Artillery.*